the establishment of a public library there. Glasgow, Edinburgh, and Dublin had already libraries open to the public. Hamburg, a city with not one-fourth the population of Liverpool, had a library containing 150,000 volumes of books, and a commercial library of 30,000 volumes, both open to the public. It was to be hoped, therefore, that Liverpool would not be behindhand in contributing to the onward march of improvement. Ultimately the report, recommending the formation of a library, was adopted by a majority of 36 to 11. The proprietors of the Royal Institution in Colquitt-street have already agreed to hand over for the purpose, without any pecuniary consideration whatever, their library, museum, and gallery of arts, with the stipulation merely that these shall be kept in their usual state of efficiency.——Recently, in digging a drain at the foot of Middle-chare, Chester-le-Street, Chester, some workmen discovered the perforated stone in which the old town-cross was formerly fixed.——The Bishop of Manchester was to consecrate the new church at Lytham, on Wednesday.——Lord Stanley is to lay the foundation stone of a literary institution in Bury. ——The cathedral erected by the Roman Catholic body in the city of York was consecrated on Wednesday week.——Sir Robert Peel's "portrait" is to be the Stockton "memorial" of the deceased statesman.——Mr. R. Stephenson has reported to the directors of the Manchester, Sheffield, and Lincolnshire Railway that it would be inexpedient to diminish the area of the Grimsby Docks, as first proposed. After going through several plans of reducing their cost, he comes to the conclusion that a present saving of 46,085*l.* might be effected, but that a clear loss of 32,865*l.* would be entailed whenever the dock had to be completed to the size originally contemplated.—— Mr. John Howison, the County Surveyor at Durham, has prepared specifications for the repair of the county bridges for a series of years, in lots of two to eighteen bridges.—— The directors of the Sunderland Dock Company have awarded 10*l.* to Mr. J. Kean, of Deptford, engineer, for the best model of a set of masting shears for the docks. The mechanism is simple. The directors have let the contract for erecting the shears (at the north side of the dock) to Mr. Kean. The machinery, says the *Gateshead Observer*, will be of great convenience to ship-builders and merchants in fitting out large vessels.——The improvements at Leith are progressing steadily. The timber arching, from north wall of dock to western breakwater, is nearly completed. The piling of the western breakwater is completed as far as the low-water pier. Of the eastern pier, 960 feet of piling is complete; while the range of stones from the pier to the Martello Tower is being removed. The Martello Tower itself is fitted up for artillery. The new dock walls are completed, excepting the eastern, now being built. The inverted archway of the entrance is also pretty far advanced. ——The largest bell, it is said, ever cast in Ireland has just been completed by Mr. Murphy, of Dublin, bell-founder. The weight is upwards of two tons, and it is intended for a Catholic church, at Newfoundland.

RAILWAY JOTTINGS.

The reduction of charges, judiciously carried out, and the extension of the cheap excursion system, appear to be yielding a rich harvest, on various lines, that must help to redeem them from recent adversity. An announcement by the Great Western, of a cheap excursion from Paddington to Bath and Bristol, at fares assuredly low enough to stagger all but those full of faith in the productiveness of such temptations to travel,—namely, 5*s.* to and from Bath, and 6*s.* to and from Bristol,—was recently responded to in such a way that, according to a contemporary, "the two trains produced about 900*l.*, of which upwards of 800*l.* must be clear profit to the company." Again, "The excursion-train from Oxford on Monday," says another contemporary, "brought up to Paddington 3,200 persons. The train yielded about 650*l.*, and the expenses were, perhaps, 30*l.*" A recent Sunday trip to Brighton and back for 3*s.* 6*d.* (!), tempted 2,220 persons to benefit both their own health and the railway treasury by acceptance of the offer. A reduction of fares for a trip from Sheffield to Rotherham on Sundays, down to half price, lately increased the usual train of four carriages so greatly, that "a train of sixteen carriages was wholly inadequate for the immense number of passengers, and it was found necessary to put on an extra train of seventeen carriages." The companies must now begin to see the advantage of a liberal policy in dealing with the public, especially during the seasons favourable to such excursions. Are not the following statistics to be, at least to some extent, attributed to the extension of this particular line of policy, both as regards passengers and goods? "The receipts for the past week," says *Herepath*, "on 5,685 miles, were 276,221*l.*; being at the rate of 48*l.* 10*s.* per mile per week: for the corresponding period of 1849, on 5,261 miles, 252,272*l.* was received, being at the rate of 48*l.* per mile per week; showing an increase in the mileage of 424 miles, an increase in the amount received of 23,949*l.*, *and an increase of* 10*s. in the amount received per mile per week.*" The Railway Passengers' Assurance Company appears to be also reaping the benefit. At the half-yearly meeting lately, they announced a dividend of 8 per cent. after all expenditure. The number of single-journey tickets issued during the year was 24,788 first class, 41,515 second class, and 43,771 third class, and the periodical tickets were 2,808.——The amount of railway calls for September is 581,355*l.* against 865,054*l.* last year, 2,625,936*l.* in 1848, and 4,161,934*l.* in 1847. The total amount for the nine months ending September of present year is 9,617,096*l.* against 16,654,315*l.* in 1849, 28,378,955*l.* in 1848, and 33,843,013*l.* in 1847.——The total amount of income-tax paid by the several railway companies in England and Scotland for the year 1849, according to a recent return, was 237,909*l.* 13*s.* 10*d.*; the amount for England being 218,899*l.* 19*s.* 10*d.*, and that for Scotland, 19,009*l.* 15*s.* The London and North-Western paid 50,684*l.*; the Great Western, 24,631*l.*; the Midland, 19,438*l.*; the London and Brighton 17,056*l.*; and the Eastern Counties, South Eastern, and South-Western, upwards of 16,000*l.*——The late engine-men and fire-men of the Eastern Counties Railway now acknowledge, it is said, that their strike was too precipitate, but their places are all filled up, and the Directors tell them that they can be taken on again only as vacancies occur.—— The Blackwall railway has ten stations along the line; it has carried in the half-year 1,313,975 passengers, and runs trains each way four times an hour, but it has no dividend. At the half-yearly meeting on Tuesday, the chairman said the surplus would give 6*d.* per share only.——A portion of the Midland station at Nottingham was burnt and destroyed on Friday last, with some of its contents, by what is conceived to have been the spontaneous combustion of a quantity of cotton wool in packs or bales. The shed was built of brick, and it singularly happened to be the most substantial and costly in the whole yard, all the rest being wood erections: it was 24 yards long, 12 wide, and stood about the height of a three-story house. The roof was of slate, and in the interior it was fitted up with tiers of benches, platforms, cranes, &c.

IRISH RAILWAY INTELLIGENCE.

The directors of the Waterford and Limerick Railway have made a contract with Mr. Dargan for two sections of the line, namely, from Tipperary to Clonmel and from Clonmel to Fiddown, on condition of getting a proportionate advance from the Public Works Loan Commissioners.——The large viaduct over the valley at Craigmore, on the Dublin and Belfast Junction Railway, is being completed. The rock-cuttings at the Wellington Inn and Carnagat are progressing rapidly; the cutting near the end of the contract, at Gorah Wood, is nearly finished. The embankment at the Monaghan-road is about half made; the other minor ones require about 10,000 cube yards to complete them. The bridges are in a forward state; nine of them require only to be coped and pointed: seven other bridges are in different stages of forwardness, and one has not yet been commenced. Of the Craigmore viaduct, four of the piers founded on the rock are at the full height; the others require about 40 feet to complete them to the level of the impost. The foundations of the wings and abutments on the north side are advancing rapidly; this part of the line will be completed in Autumn, 1851. The stone culverts and drains on the line from Gorah Wood to Portadown are completed, with few exceptions; those to be built on piles are not yet commenced. A million of cube yards of embankment have been completed. Mr. Dargan and Messrs. Killin and Moore, contractors.—— The works at the Dundrum end of the Dublin and Dundrum Railway are progressing. Between the Grand Canal and Ranelagh-road upwards of 6,000 cube yards of masonry have been put into the retaining walls—two 4-feet and three 2-feet culverts have been built; the three bridges on Mr. Reid's property have been commenced—the foundations of two of them laid. The Dodder viaduct of eleven arches has been commenced; the foundations of the piers are nearly all taken out. The embankment near Dundrum (the heaviest work of the kind on the line) has been completed for some time. The bridge over Dundrum-road will be commenced immediately. This line will be opened for traffic on the 1st of May, 1851. Mr. James McDonnell, is the engineer.—— The sub-contractors have completed the permanent way through Ballyphehane Bog, for the Cork and Bandon Railway, which has at last done sinking, the bog at either side of the plant having risen considerably from the immense quantity of filling thrown in.——The Dublin and Belfast Junction Railway Company have advertised for tenders for the supply of 40,000 sleepers (6,000 first class, 6,000 second class, and 28,000 third class): also for 2,000 tons of rails according to drawing, &c. to be supplied before the 1st of January, 1851. ——Mr. Dargan, the railway contractor, commenced operations on the Limerick and Waterford line on Monday week. It is expected that the line will be open for traffic to Clonmel and Carrick by the commencement of the year 1851.——The directors of the Londonderry and Enniskillen Railway Company have finally entered into a contract with Mr. M'Cormack for the extension of their line from Strabane to Newtownsteward, and the plant is already on its way there, so that the work will be commenced without delay. The sum to be paid to the contractor does not exceed 35,000*l.* the distance being ten miles, the greater part to be in debentures or shares, and is inclusive of five expensive river bridges, the entire number required; but exclusive of sleepers and rails.

Sanitary Improvement of Billingsgate Market.—The Corporation Markets Committee have prepared a report, recommending the adoption of "a suggestion of this city's architect and surveyor, viz., in respect of ventilation, the scheme provides a disc (patented by Mr. Bessemer), for drawing off the foul air from the lower and upper markets; and in respect to the supply of water, it proposes—first, to pump from the river, through an iron filter (similar to that used by Messrs. Calvert), sunk below low-water mark, a sufficient quantity of pure water for the purposes of the market, through a fountain, the head of water in which will raise the supplies to the height required. Secondly, to pump from the river an abundant and continual supply of water for cleansing the urinals and water-closets, and for flushing the drains and sewers, and thoroughly sluicing and cleansing the whole surface of the markets daily. The whole of the above to be effected by the means of an oscillating engine, which will also work a set of pumps for relieving the markets of the sewage water and other impurities, to be conveyed into the river at low water, under the bed of the river." The cost of the above works is estimated at 1,840*l.*

The Beaufoy Ragged School.—Some of our readers, travelling on the South-Western Railway, must have noticed a substantial, and not inelegant building of brick and stone, in Newport-street, Lambeth, near the Vauxhall Station. This has been erected by the liberality of Mr. H. Beaufoy, the well-known distiller, at a cost, we are told, of 3,000*l.*, for the education of street-children of the vicinity. It is about to be opened, and will accommodate a large number.

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